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Hopkinsville, Ky.

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AND

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FROM DATE TO

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## Highway Improvement

### INCREASING VALUE OF LANDS

Immense Uncultivated Area Cannot be Developed Until Improved Highways Are Constructed.

There are over 400,000,000 acres of uncultivated land in the United States awaiting development that cannot be developed without improved highways. It has been shown that the value of land is increased evenly with the improvement for the roads, the increase running from \$2 to \$9 the acre. As the roads are improved, there is a corresponding increase in population. In twenty-five counties, taken at random, which have contained on an average only 1 1/2 per cent of improved roads in the decade 1890 to 1900, there was a falling off in population of 3,000 in each county. In twenty-five other counties, taken at random, in which there was an average of 40



Good Road in Nebraska.

per cent of improved roads, the increase of population in each county was 21,000. The "back-to-the-farm" movement will progress just in proportion to the improvement of the highways, and the improvement of the highways is dependent upon administration not less than upon construction.

There must be skill in the supervision as well as in the building of the roads. Heretofore at least nine-tenths of the work on the roads has been done under the direction of men without any knowledge of roadbuilding, which is an art based upon a science. There are today more than 100,000 petty road officials in the United States who have no practical knowledge of the simplest engineering problems that must be solved in the location of the roads, in their relation to a general system, or to related systems; but who are supposed to have great influence in neighborhood politics and are mighty at the polls. It is from this incubus that the problem must be relieved if the country is to enjoy the benefits of a well ordered system of highways.

Good roads not only cost a great deal of money in their construction, but also in their maintenance or administration. It has been the habit in this country to "work on the roads" when all other work was done, and this has meant that the roads have had attention only once or twice a year. Macadam roads do not take care of themselves, concrete roads should have constant attention, sand-clay roads require daily supervision if they are to give service for which they were designed and built. In France every mile of road is inspected daily, and it is the constant vigilance of trained supervision that enables the railroads of the country to take care of the business of the country. There ought to be the same sort and degree of supervision of the roads of the United States if they are to give the service for which they are built. To make a mile of macadam road eight feet wide and eight inches thick, 1,750 tons of stone are required, and to build a mile of gravel road eight feet wide and eight inches thick, 1,142.93 cubic yards of compacted, or 1,564 cubic yards of loose gravel are required, and in order that the best results may be obtained, there must be competent supervision not only in the mixing of the materials employed in the building of the roads of the several types, but in the placing of materials.

There are 2,000,000 miles of what are commonly called "dirt roads" in the United States, and to make them effective there must be proper drainage, such grading and alignment as will make them fit for the traffic and constant surface betterment, and it is nothing short of criminal waste to build roads of macadam and expect them to take care of themselves. Undoubtedly the best system of maintenance for all roads is that which provides for the permanent and sometimes continuous employment of skilled laborers who have charge of particular sections of road, or who may be assigned to any part of the county or other road unit where there is work most needed.

**Canadian Stone Highway.**  
A stone highway, to cost \$600,000, is to be built from Ottawa, Canada, 60 miles south to the St. Lawrence river international boundary. It is stated that the road is to be built as a memorial to the late J. P. Whitney, premier of Ontario.

**All-Year-Round Roads.**  
Good roads help small towns; railroads build up the great cities, but all-the-year-round roads turn the stream of wealth, travel and business back towards the rural centers.

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Spring chicken each.....	30c
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Lard, pure leaf, pound.....	15c
Lard, compound, 8 pounds.....	\$1.00
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Sweet potatoes.....	35c per peck
Irish potatoes.....	40c per peck
Lemons, per dozen.....	25c
Cheese, cream, per lb.....	25c
Cheese, Swiss, per lb.....	30c
Home-grown apples, peck.....	50c
Sugar, 13 pounds.....	\$1.00
Hour, 24-lb sack.....	\$1.00
Cornmeal, bushel.....	\$1.00
Oranges, per dozen.....	80c to 50c
Apples, dozen.....	15c to 20c

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#### Advertisement

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Josephine Turck Baker, Editor

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